TTALY AND GERMANY.

Herald Special Report from Salzburg.

a Alliance, Defensive and Offensive, Between the Cabinets of Rome and Berlin.

Italy Apprehensive of the French Assembly.

Fears of French Interference in Favor of the Pops the Alleged Cause of the Alliance.

TELEGRAM TO THE NEW YORK HERALD. The following despatch to the HERALD has been received from one of our correspondents In Austria :-

SALZBURG, August 27, 1871. It is positively affirmed that a new secret treaty of alliance, defensive and offensive, has been concluded between the Emperor of Germany and the King of Italy.

PEARS OF FRENCH INTERPERENCE.

The Italian government is said to be apprebensive that the clerical tendencies of the majority of the National Assembly might ultimately drive the French government to an active interference in favor of the temporal power of the Popo.

WHAT LED TO THE ALLIANOE.

The menacing language of the majority during the recent debate on the Roman question and the well known aversion of M. Thiers to Italian unity have led to advances between the Cabinets of Rome and Berlin which are now stated to have culminated in alliance between the two countries.

ITALY AND GERMANY HAVE ONE APPREHENSION. Prince Bismarck is said to have represented to the Italian government that they had both one common interest-that of resisting the threatened French aggression, pointing to the great result achieved by the alliance between Italy and Prussia in the war of 1866.

AUSTRIA AND GERMANY.

Horald Special Report from Salzburg.

The Emperors William and Francis Joseph Will Not Meet at Salzburg, but at Coblentz.

THE ALLEGED AUSTRO-GERMAN ALLIANCE

The Vienna Press Advocating an Alliance Between the Two Empires Against the Pretended Russo-Freuch

Combination.

TELEGRAM TO THE NEW YORK HERALD. The following despatch to the HERALD bas been received from one of our correspondents In Austria :-

SALZBURG, August 27, 1871. The report that the Emperors William and Francis Joseph would meet at Salzburg has

It is now stated, in a semi-official manner, that the Emperor of Austria will pay a return visit to the Emperor of Germany on Prusslan territory. The meeting will take place at Coblentz, but no date has as yet been fixed for the Imperial interview. THE CONTEMPLATED AUSTRO-GERMAN ALLIANCE.

The Morgen Post of Vienna advocates an alliance between Austria and Germany. It says:- "Germany needs Austria as a counterbalance against France and Russia, chiefly so at the present time, when the French government is about to introduce a plan for the increase of her army to 2,000,000 men. Germany is also interested that the East should not fall under the control of Russia."

Another Vienna journal, the Tagblatt. says :- "France meditates revenge, and the words lately addressed by the Czar to the French Minister at St. Petersburg are intended as a response to the interview between the Emperors William and Francis Joseph at Isehl. The contemplated Austro-German alliance will be answered by an alliance between France and Russia. Germany can only resist the enemy by whom she is threatened in front and rear by an alliance with Austria, and Austria can only thwart the schemes of Russia with the support of Ger-

SPAIN.

The Crewn Prince of Italy Homeward Bound-Movements of King Amadeus.

TELEGRAM TO THE NEW YORK HERALD

Prince Humbert of Italy will leave the city on Tuesday for home. King Amadeus will set out on Thursday on a visi to Valencia and Catalonia.

MADRID, August 27, 1871.

SERVIA.

Opening of the Servian Chamber.

TELEGRAM TO THE NEW YORK HERALD.

BUCHARRST, August 27, 1871. The session of the Servian Chamber will probably be opened oarly in September.

THE TRICOLOR AND THE GREEN.

Dublin.

Grand Demonstration at the Departure of the French Deputation.

THE PEOPLE BITTER AGAINST THE POLICE.

A Fenian Demonstration, Though Ostensibly in Favor of the French Deputation.

TELEGRAM TO THE NEW YORK HERALD. The following despatch to the HERALD has

been received from our correspondent at the Irish capital :-DUBLIN, August 27, 1871.

There was a grand demonstration at Dublin and Kingston to-day at the departure of the French deputation. The Roads at Kingston were crammed with vessels.

Irish and French flags were displayed everywhere and bands played American, Irish and French airs. The enthusiasm of the people is intense. Speeches were made expressing deep-felt sympathy for France and many cheers were proposed and given for the French republic.

ANIMOSITY BETWEEN THE POLICE AND THE

There is a very bad feeling between the police and the people, which is ready to break out at any moment into open violence; but there were no disturba ces yesterday, as the police held aloof.

A FENIAN DEMONSTRATION

Several processions paraded the streets, headed by flags of France and Ireland. Many houses were decorated with green and tricolored flags.

This may be looked upon as an extraordinary Fenian demonstration, although the departure of the French deputation was ostensibly selected as the occasion.

FRANCE.

Any Attempt to Celebrate the Anniversary of the Republic To Be Put Down by Porce.

TELEGRAM TO THE NEW YORK HERALD.

Paris, August 27, 1871. A circular, addressed by M. Thiers to the Profects of Departments, directs them to appeal to the patriotism of the offizens to abstain from all demonstrations on the 4th of September; and that should attempts be made at the celebration of the anniversay all legal powers be used for their sup-

ITALY.

Precautions Against the Cholera-More Congratulations to the Pope.

TELEGRAM TO THE NEW YORK HERALD.

FLORENCE, August 27, 1871. A decree has been issued subjecting all vessels coming from the Southeastern Balt c provinces to rigid quarantine.

CONGRATULATING THE POPE. The Ministers of Bavaria, Portugal, and Guatemals have waited on the Pope and tendered their

THE ARCTIC REGIONS.

Paul Du Chaillu in a New Field of Exple-Pation.

HAMMERPEST, Norway, Latitude 70 40 North, Paul B. Du Chaillu, the famous African explorer, is here, and has just returned from North Cane, north of latitude 71, the extreme point of the European Continent, jutting into the Arctic Ocean. Since he left the United States last spring he has visited Sweden (where he was kindly received by the King) Finland, Lapland and a part of finesia, and has been up the Gul! of Bothnia. He had the gratification to find his works on Africa in this remote part of the world, both in English and translated into the Norwegian language. He is much impressed with the grand scenery and character of the people of this primitive region. Du Chaillu expects to be back in the United States next November or December. When he will prepare to give the public descriptions of his trave's and explorations in this new field of labor and old home of the Maji and Euro-

THE WEATHER.

WAR DEPARTMENT.
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., August 28—1 A. M. Synopsis for the past theanty-four hours.

The area of low barometer (which was Saturday on the lower Lakes, after being increased by the influence of the storm in nessee, has moved eastward, and is now on the New England coast. The cyclone which had passed northward through Georgia gradually spread out and disappeared as such. Brisk south and southwesterly winds continued un'il Sunday evening from Virginia to Massachusetts, but have now very much diminished. Very heavy rains have failen from central Lake Erie to Vermont, and lighter rains at most points on the middle and eastern coast. An area of cloud and rain has extended over Nebraska and Missouri, and the barometer is falling, with northeasterly winds on Lake Superior. Probabilities.

The rain in New England will probably clear away to-night, and northwesterly winds prevail on Mon-day from Maryland north and eastward, light southerly winds with partially cloudy and warm weather is probable for the Southern and toul states, clear and hazy weather for the lower lakes, threatening weather, with local rains, from Lake Buron to Himols and westward.

THE FIRE AT GEADALOTPE.

Destruction of the City of Point-n-Pitre-Loss Estimated Between Six and Seven Millions POINT-A-PITRE, Angust 10, 1971.

I avail mysolf of the opportunity of the British mail leaving for St. Thomas to-morrow to give you an account of the late dreadful fire which has compietely destroyed this city and has left but the suburbs On the evening of the 12th ult., at nine o'clocken fire

On the evening of the 12th uit, at nine o'clockyn fire broke out in the middle of the city. It was checked after great exercions, at one in the morning. Twelve houses were burned.

On the evening of the 18th, at half-past eight o'clock, another fire broke out, also in the middle of the city, one street to the eastward of the first one. At cleven o'clock it was a general conflagration, which lasted until nine next morning. Then the destruction was complete.

The Consulate has saved nothing except the coat of come.

of arms.

The average loss is estimated from six millions to

The average loss is estimated from six millions to seven millions of dollars.

There is a great deal to be done here. There is plenty of room for our energetic neople. This city must be rebuilt again, being the heart of the island. The coming crop is in the very best condition. Everything looks bright for the future.

Should any help for the victims of the late fire be given to you you may forward the same direct to me.

SLAUGHTER.

Herald Special Report from The Massachusetts Railroad Horror.

THRILLING ACCOUNT OF THE DISASTER.

Sickening Sight at the Dead-House.

Indifference of Railroad Employes to the Wants of the Sufferers.

Twenty-four Victims of Official Incompetency.

List of the Slaughtered - Four Bodies Unrecognized.

Cause of the Collision-An Investigation Demanded.

Bosron, August 27, 1371. Of all the cruel and sorrowful railroad slaughters of the present generation, including even such as the memorable Norwalk massacre, the terrible Angola disaster and the more recent catastrophe at New Hamburg, there are none which were more

THE RESULT OF CULPABLE NEGLICENCE. than the fearful one which took place on the Eastern Railroad, seven or eight miles from this city, at about a quarter past eight last evening. Careless between twenty and thirty souls hurriedly before their Maker, and as many more were either faially wounded or so badly maimed and braised as to render their future life only a painful burden. The calamity is bardly worthy of the dignified name of an accident. It was nothing more or less than a

SLAUGHTER OF MEN, WOMEN AND CHILDREN who had temporarily committed their existence to the carcless servants of a reckless corporation. The disaster was in every respect an unusual one. Two trains came together, and one telescoped within the other, but, unlike most collisions, they were going in the same, and not in opposite directions. A local train, known as the "Beverly train," left the depot in Boston at about a quarter to eight, about half an hour behind the usual time. On account of its being Sacurday night the cars were unusually crowded. and many of the passengers were of that class who seek a Sab ath's recreation along the seashore and among the charming and sequestered resorts of Swampscott, Lynn and Salem. Every seat was occupied, and very many were obliged to stand, and the train was so heavily loaded that two locomotives were required to pull it along. The train was of the "way." or "accommodation" description, and was obliged to stop for a considerable period at every station between Boston and Feverly. As before stated, this train left at a quarter to eight. Fifteen minutes later the Bangor Pullman express left, and as there were no stops to be made, it soon closed up the gap later vening between itself and the accomodation train which had preceeded it. At sixteen minutes past eight the way train was at the Revere station and at about this moment the lightning train, which was also due and had the right of way, came thundering along and shot into the heavily loaded accommedation train with the fearful results stated. All was dark without and drizzling rain was falling, and as the collision came the train was just sterting away from the statten. The cars were lighted within by frail kerosene lamps in the ordinary manner, and the passengers, unmindful of approaching danger, were in some cases do ing carclessly in their seats and in others chatting merrily among themselves, and, perhaps, in many instances, industriously arranging for an excursion or some other pleasant event on the following Sabbath. All at once a rumbling noise was neard and those who were in the rear of the car could not fall to have

been suddenly apprised of the TERRIBLE AND SUPPEN DEATH at first but growing larger and brighter through the darkness, was seen coming nearer and nearer. All at once the sharp, shrill whistle of "down brakes" was heard but still the locomotive of the lightning ex press came tearing along at what seemed to be and actually was a fearful rate of speed, and on the same track and in close proximity to the train containing the frightened and death-doomed passengers, and which was alfnost motionless at this unc. On it came until the speck of light became a great glare and the rumbling was thunder. The engine got so near that nothing could avoid what was to follow. Those who saw with horror realized the situation. They leaped from the platform for their lives, and in the last car there was a rush for the door and a momentary panic. Quite a number got off this way. In the meantime the great locomotive come on until there arrived a moment when the glare became darkness and the rumbling thunder was changed to a terrifle crash, followed by the hissing of the escaping steam mingled with

YELLS OF THE DYING, GROADS OF THE HURT and shricks of the frightened. It was an awful moment. The engine struck the rear car and cleared its way through men and women with the débris it made on either skie. Clear and clean through this car it went, reducing it to fragments; but even then It had not lost its powerful momentom. It crushed on into the next car and aid not stop in its deathly way until it had gone half its length. Some power seemed to raise up the locomotive like a rearing horse, for when it struck this car it appeared to have entered above the level of the floor and run in like a closing telescope. The concussion was of such tremendous force that it throw the other cars of the Beverly train from the track, partially overturning them. The lamps were

THE KEROSENE OIL TOOK PIRE. There was, of course, a great rush, and the flames were communicated to the clothing of the women. The panic was frightful, and many were hart and badly burned. The greedy fames travelled with great speed from one car to another until three of them were embraced in the flery folds. These were subsequently moved up the track half a dozen rods, so that the flames should not interfere with the sufferers in the rear car, and then they were allowed to burn until there was nothing leit for are to feed upon. An effort was at first made to put out the fire, but was prevented, and the flames were useful in lighting up the dreadful scene in the rear and facilitate the services for the wounded. But this was not the only and perhaps not the worst visitor the unformulate passengers had, Simultaneously with the collision the connecting pipes of the engine were broken, and in an instant the wretched sufferers were shrouded in a

CLOUD OF BLINDING, HISSING STEAM, and deloged with boiling water, which brought in stant death to many of the wounded, and will prove fatal to others who had probably not been otherwise seriously injured. The occupants of the Pollman train, who sustained no harm, beyond a severe fright and a good shaking, except a few cases where some slight bruises were received, rushed out to ascertain the extent of the catastrophe. Among the shivered fragments of the car that was first struck lay the motionless bodies of these already dead, while the wounded were

WRITHING AND SHRIEKING IN AGONY of pain, and those who were able were trying to extricate themselves from the debris which was upon and about them. At the second car the scene was sumilar. The wreck was not so complete, but the extent of the injuries to the occupants was about as great. The scene at the burning cars was quite as fearful, many of the passengers there having their faces, hands and timbs terribly burned, and in | first beheld the mangled remains of her

There was, of course, a short space of time before any one could do aught but gaze with horror upon the appalling sight, but this did not last long. Many of the uninjured passengers at once set themselves to work taking the

WOUNDED, THE DYING AND THE DEAD from the general wreck. Word was sent to Boston to the officers of the railroad and to the police. The people of Revere and Chelsea soon heard of the catastrophe and nundreds mastened to the spot. All he surgeons in Chelsea were sent for, and subsequently surgical aid was sent for to Boston. A messenger was mounted on a feet horse and despatched at breakneck speed to Chelsea for a d. He started the R. S. Frost Hose Company, just arrived home from an excursion to Providence, on the way to put out the fire, and they, with some of their Provide friends, rendered efficient service. The local police were on hand and active, and all the neighborho threw open their houses as temporary hospitals and turned out to render such assistance as they could. As the news spread through Chelses hundreds of people in single teams and job wagons rigged up hastily, and on foot, led by curiosity, repaired to the scene of the disaster. Most of those whose injuries were likely to prove fatal in a few moments were taken into dwelling nouses in the immediate scene of the disaster. One man, who insisted that his wounds were of little account, expired instantly, while expostulating with his friends for carrying him instead of allowing him to walk. Another victim, who was taken by the hand by a police officer who was assisting him, left the whole fiesh of his hand, nails and all, in the palm of the officer when he let go his hold. Others who were scalded by the scaping steam from the locomotive had the skin and ficsh literally blown from the expesed portions of their bodies, and charred remnants of it, mingled with ugly clots of blood, were visible in the immediate neighborhood of the catastrophe when daylight dawned this morning. As before stated, the citizens and the police from Boston and Chelsea done all in their power to

ALLEVIATE THE SUFFERING of the wounded and dying-acts which were in marked contrast with the conduct of the railroad officials. Of course they furnished transportation for surgeous to the scene of the disaster and brought wounded into the city, but uside from this their attention and efforts were obteny directed in clearing away the débris, relaying the track and seeing generally that the business of the road should not be interrupted. The bills of mortality have been made up to-day, so far as human foresignt can compute the amount, and embrace a total of twenty-four fatai results. Many of those who were injured by the calamity-such, at least, as were able to endure the fatigue of removal-were taken away to their own homes; and m is, of course, impossible to definitely ascertain the character and effect of their wounds; out it is to be presumed that they will ventually recover.

THE DEAD LIST thus far emoraces the following names:-1-Rev. Ezra S. Gannett, D. D., of Boston.

2-Harriet F. Shattuck, lancy goods dealer of

3-Charles B. Snattuck, child of the above 4-Rev. Samuel R. Mason, D. D., of Cambridgeport.

5-Win, Jeffries, of Lynn. 6-Ella Pearson, of Lynn. 7—James Burns, shoemaker, of Lynn.

8-Edward F. Sanborn, druggist, of Providence, 9-T. F. Bancroft, shoe dealer, of Lynn. Susan F. Cheney, shoebinder, of Lynn.

11-E. F. Merrell, clerk, of Danvers. 12, 13-Henry A. Foster and sister, of Providence. 14-W. D. Emerton, of Providence, R. I. 15-George Bancroft, merchant, of Peabody. 16-Aaron Ericson, leather doaler, of Swampscott.

17-Wm. A. Seeley, of Beverly. 18-Mrs. P. C. Jasper, residence unknown. 18-John Wells, clerk, of Boston. 20-John B. Wells, clerk, of Boston

Such is the grievous total of the disaster, all the more hor the in its nature because of the highly respected and re-pectable character of those who tost their lives thereby.

FOUR MORE UNFORTUNATES. who have been burned and scarred almost beyond identification, yet remain in the hands of the Coro ner, and will stay there until they are claimed or it is rendered necessary to put them away. It would be natural to suppose that the sad locality of such an occurrence would present many

BEARTRENDING AND DEPLORABLE INCIDENTS. The Rev. Dr. Garnett, for instance, whose name stands first in the list, was one of the oldest and most distinguished Unitarian clergymen in the country, and on this fatal trip he was on his way to Lynn to accept an invitation to preach to-day in the year 1824 he entered the ministry in city, and has labored long and successfully. until failing health admonished him to quit his work, Commencing in a small wooden courch, his congregation, as they waxed in wealth and numbers, increased also in leve for their pastor. and a few years ago built an elegant building for religious worship, which has always been known as "Dr. Garnett's church." But bodder infirmities prevented the dector from the continuance of the work. He therefore resigned active connection with the church and devoted himself to educationa porsuits, being the principal and founder of the well-known Pemberton Square School for Young Ladies. Dr. Garnett was born in Cambridge, Mass May 4, 1801, and received his education at Phillips Academy and Harvard College. He was first ordained as a collegue of Rev. William Ellery Channing in 1824, and, with the exception of two years! absence in Europe because of Jil health, has over since remained in the discharge of his pastoral duties, up to the time of his death. Dr. Garnett was editor-in-chief of the Ch istian Exam ner, a weekly newspaper, published in the interests of the

religious denomination which be loved. Rev. D. R. Mason, D. D., of Cambridgeport, who was possessed of some note in New England. He was connected with the Baptist denomination, and was on his way to Beverly to occupy the pulpit in exchange for to-day. His body was at first sup-posed to be that of a gentleman from Winthrop, but pocket memorandum soon established his identity. Dr. Mason was more than middle aged and was very generally esteemed by all who knew him,

Mrs. Sha'tuck and child, the latter being a beautiful boy of six, were on their return home from Roston, where they had been doing a day's shopping. She was not immediately killed by the disaster, but survived until early morning, when she died. Her little boy expired an hour afterwards, amid the frentic means of his father, who paced up and down the room. Mrs. Shuttuck was but twenty-five years

W. H. Jeffries, a lad in his teens, was a son of John Jedries, Jr., of this city, the Secretary of the Eastern Yacht Club, Miss Ella Pear-son, of Lynn, and E. K. Mertill, of Danvers, were found dead together in one seat. They had but lately become engaged to be married, and the ceremony was to mave taken place this fall. When found their hands were clasped together, and it seemed as if they had renewed their vows of love at the approach of death.

Thomas F. Bancroft was one of the wealthiest shoe dealers in Lynn. He had occupted several positions of public trust and confidence, and was a man of sterling character in business.

Edward E. Sanbotn, a young man, was on his way to Lyun to attend the wedding of his sister. When he was first extracted from the ruins he breathed slightly, and his injuries did not appear to be of a fatal character. As soon as possible, how-over, he was removed to the United States Marine Rospital in Chelses, and died fitteen minutes after

Aaron Ericson was one of the wealthiest and most popular shoe and leather dealers of Boston. He occupied a summer residence on the beach at Swampscott, whither he was proceeding at the time

One of the most melancholy incidents of all, however, was the case of the Foster family, prother and sister, the former of whom was to have been mar ried in Swampscott to-night. He had just been to Providence after his sister, who was to act as one of the bridesmaids on the occasion, and it was their intention to spend the whole of to-day at the house of the mother of his intended. The inconsolable grief of the latter when

ome instances to such an extent as to render them lover this forencon was a picture of sorrow most painful to witness. She had no previous inti-mation of the calamity which had fallen on her with such a crushing weight, and the blow was greatly intensified. The cries and means were most pitiful to the ear, and brought tears to the eyes of all who were present.

TERRIBLE SIGHT AT THE TOWN HALL. The scene at the Town Hall to-day, where had been placed seven of the bodies which were unclaimed, was one which, I trust, never again to be compelled to witness. The bodies, blackened and storted as they were, had been brought from the depot like so many logs and thrown down carelessly on the rough board floor. No attempt had been made to straighten out their limbs or even to clear away the fith which had accumulated on their faces and hands and outer garments. There they lay, stiff and cramped as when they were first taken from the wreck, with garments torn and besmeared with blood, and reposing as they would be placed to the least room. Some were bent up half double, and there were others whose broken timbs hung loosely at angies from their bodies. A coarse and dirty piece of cloth or blanket was flung carelessly over their faces to hide the horrible appearance which they wore, and a loose scrap of white paper, on which was rugely scrawled the names and residences of those who had been identified was pinned as a sort of label on their clothes. The bodies had remained so long witnout proper attention that nature began to assert its rk, and the inevitable signs of decay were manifest throughout the rooms, which smelled more like a sausage factory than a place devoted to the repose of the dead. The

SUFFOCATING PUMES OF DECOMPOSITION seen became so intolerable that the officers in charge procured a bucket of chioride of lime and, with a long-handled tin ladie, proceeded to dish out the neutralizing compound in the most business-like and disgusting manner. To all appearance they seemed to act as if they were dealing with carrion instead of haman beings. As they proceeded with this operation, litting up the cloth which covered the face of the nearest corpse, the officer coolly dumped a half ladie full of lime, almost completely hiding the features from sight, and then scattered an equal quantity portions of the body. As fast as one body was thus disposed of the flies, which swarmed in great abundance, returned to their feast, and the officer passed on to repeat the operation upon the next in order. The spectacle was one of the

MOST CRUEL AND INHUMAN SIGHTS that was ever presented to the eyes of a civilized community. The callous faces of those in charge, with a very few honora le exceptions, evinced their desire to get rid of their disagreeable task as speedily as possible and their strong aversion to the performance of the ordinary decencies of human nature. Not a single ratiroad official was present to see that the dead were tenderly cared for, and thus it was that their remains were neglected and made the subjects of descerations. In one corner of this fifthy and temporary charnel house were the REMNANTS OF HUMAN SLAUGHTER

which had ocen gathered up at daybreak near the scene of the disaster. Among them were a full upper set of taise testa; three or four waterfalls, saturated with bigod and matted with the parboiled scalps of the now ghastly victims. What seemed to be a delicate kid glove was found, upon examination, to be the complete skin of a woruan's hand, which had dropped off after the accident, and was found in the middle of the track by a small boy during the forenoon. The shoe of a child and another of a lady were also among the collection. And of portemonates, little shopping bags and fragments of bonnets, hats and other wearing apparel there was a sad variety, the whole forming a collection almost as melancholy as the array of mangled corpses piled up to the other end of the room,

Among those who were rushing frantically from one body to the other was a young man, about twenty years of age, named Thomas, in anxious search for his missing mother. "She was on the train," he said, "and she has not come home yet. I have been to every hospital and I can't find her, and I must. She must have been killed I' and then he burst into loud sobs, which moved many of the spectators to sympathizing tears. Rushing frontically to the mangled and prostrate form of Mrs. Jasper, he pulled away the dirty covering from her face and sail to the HERALD reporter. "Now tell me do you think that is her? She was dressed in black, just like her; but then she was an older woman than she seems to be; but she is so terribly burned that I can't tell." At him that the mangied remains were not those of his mother. He was apparently relieved, but still he could not give up that she was not among the viotims, and he went back again to the scene of the

OF THE WOUNDED
who have been carried to the city hospitals and private houses in the vicinity there have been gathered the following names:--

1-E. J. Alien, of Lynn, shoe manufacturer; badly scalded about the face and head. 2-Ann Rawson, of Lynn; severely burned. 3-John Mansfield, of Salem; burned about neck and shoulders, and left arm bruised.

dangerously scalded. 5-Frank Fitzparrick, of Cambridgeport; compound fracture of arm. 6-Jefferson Rowe, of Portsmouth, N. H.; right

rm badly broken.

4-Mary Lee, of Salem; arm broken and body

7-Mary Ann Call. No. 11 Centre street Sciem: injuries to the enest, not necessarily fatal. 8 and r-George J. Hill, of Lynn, and Frank Davis, of Charleston, were tajured, though not very seriously.

10- Stephen O. Thayer, printer, of Newton. 11-Ann Foley, talloress, of Boston, 12-John P. Bertis, wire dealer, of Boston. 13-Lizzie Hatch, hat trimmer, of Charleston.

14 John Buckley, cabinet maker, of Reverty,

15-Frederick Browning, carriage salesman, of

16-Edward Williams, shoemaker, of Lynn. The great majority of the injuries mentione above are caused by scalding water from the boiler of the engine, and it is not believed that there is any immediate danger of tatal results. Everything posstill is provided for the comfort of the sufferin ones, and no pains are being spared to render their recovery as speedy and complete as possible. None there are, of cour-e, who will over cease to bea upon their persons a tangible remembrance of this terrible scene through which they have passed,

ance and their hands and arms are almost totally deprived of cutaneous covering. There is but one opinion concerning this monraful event, and that is that there has been

for the faces of many are literally raw in appear

CRIMINAL NEGLIGENCE
on the part of some of the employes of the Eastern Railroad Company, and the public clamor is for a full investigation and the visiting of punishment upon those who were careless or negligent. The most blame seems to attach to the conductor of the accommodation train, who allowed his train to occupy the track at a time when the expres train was due. There are also floating criticisms of the action of the Depot Master in Boston in allowing the express train to follow out so soon after the accommodation train. The whole matter will be slitted by a Coroner, and investigation will begin to-

morrow.

About two o'clock to-day a young man, a resident of Chelsen, standing on the platform of a car yiewing the ruins at Revere, the car started and tarew hum off. He struck his head upon a rail, and it is supposed he is fatally injured.

VIEWS OF THE PAST.

AUGUST 28.

1861—The combined Union naval and land forces under Commodore Stringham and General Butler, attacked the rebel defences at Hat-The Dualey Observatory at Albany inaugu-

rated.

1851—The yacut America beat the yacut Titania in a race from Cewes, England, forty miles out and back, leaving nor eight miles astern.

1723—A hurricane and inundation by the aca almost destroyed Port Royal, Jamaica, and kulled a great number of its inhabitants.

SUICIDE BY A WOMAN.

BAN FRANCISCO, August 27, 1871. Mrs. Lizzie Smith, formerly Mrs. Seely, of Albany, N. Y., prominently connected in the Eastern States, committed suicide to-day in consequence of domes-

PENNSYLVANIA RAILROAD DISASTER.

Collision Between Passenger and Freight Trains on the Philadelphia and Eric Railroad-Six Persons Killed and Four

Wounded.

ERIE, Pa., August 27, 1871. The Erie mail train, bound West, collided with the Empire freight train, going East, between seven and eight o'clock yesterday morning, about one and a half miles west of Westport station, middle division of the Philadelphia and Erie Railroad. The following persons were killed and injured:-R.J. Brown, of Lockhaven, and Reuben Winslow, passengers, and E. W. Hyman, of Williamsport, conductor, and Thomas Gannon, of Dunkirk, fireman of the mail train; James A. Ward, of Beliefonte, Pa., conductor, and William Killinger, of Altoona, Pa., engineers of the freight train, were killed.

Injured-A. M. Atwater, of Lockhaven; euben Hiller, of Williamsbort; James Shaffer. Shaffer, Jr., Sinnemahoning, Pa.; J., McCormick, of Baitimore, engineer of the passenger train; Thomas McNanny, of Wayne, Pa; A. X. Steel, of Tionesha, Pa.; G. H. Cornwall, of Bingnamion, N. Y.; Martin R. Fisher, of Lockhaven; G. A. Lacy, of Philadelphia; Juage J. A. Date, of Tionesha: Henry A. Thompson, of Williamsports Eban Riper, of Sinnemahoning; Frank Boone, of Altoona, baggage master of the tram, and Alonzo Lyon, of Pa., fireman of the freight train. Otner ous were slightly bruised and scratched.

The passenger train was about an hour late in leaving Williamsport, and was running at the rate of about thirty-five miles per hour. The freight train was running at about the rate of eighteen miles an hour. The trains meeting on a sharp curve, were not visible to each other till they were only a few yards apart, and their speed was not checked. The baggage and smoking cars of the mail train were te escoped all but a few feet. The passengers in the two cars in the rear were un-

an official investigation shows that the accident was caused by the neglect of the conductor and engineer of the mail train to obey the orders given them not to pass Westport until the freight train had arrived there. A copy of the order was found in the pocket of the engine was believed to be fataily injured, but later intelligence reports him improving, though still unable to

Personal Intelligence.

Antonio Godoy, the Chilean Minister, is again at the Westminster Hotel.

General J. B. Bowman, of Kentucky, yesterday arrived at the Fifth Avenue. Judge P. J. Avery, of New York, is at the Grand

General William A. Throop, of Detroit, is among the late arrivals at the St. James. Colonel Israel T. Hatch, of Buffalo, is sojourning at the Fifth Avenue.

Colonel J. A. Magruder, of Washington, is among the recent arrivals at the Gilsey. Paymaster Kenney, of the United States Navy, is at the Hoffman House. Colonels James Kyle and P. C. Bethell, of Tennes-

C. R. Bishop, of Honoruin, Sandwich Islands, is at the Gilsey House. Dr. Krabler, of Germany, yesterday arrived as

see, are registered at the Grand Central.

Nicholas

N. S. Tenny, a prominent merchant of Milwaukes, is at the St. James. W. J. Weekes, of Georgia, is domiciled at the St.

Major John T. Moore, of Louisville, is staying at Rev. G. W. W. McDonnell, of Savannah, is at the

OBITUARY.

Charles Scribner, head of the eminent publishing firm of this city, died at Lucerne, Switzerland, on

saturday, of typhoid fever. The remains were embalmed and will be brought home for interment Mr. Scribner was born in New York city in 1820 was graduated at Princeton College, and studied three years for the profession and studied three years for the profession of law, but quit it before his admission to the bar on account of ill health. He then turned his attention to book publishing, and commenced business in the old Brick charges in 1840 with Isaac Baker, under the firm of Baker & Scribner. In 1857 he greatly enlarged his business, changing the firm name to Scribner & Co., under which it remains at present, Mr. Baker having died some years before. Mr. Scribner was notable in his business relations for his ready recognition and encouragement of native talent and in social hie for his asyacity and large-hearted sympathy for his recognition follow me.

William W. Boardmon. This gentleman died vesterday at his residence in New Haven, Conn. He was born in New Milford on the 19th of October, 1724; studied at Yale College, from which institution he graduated in 1812. He afterwards read law at Litchfield and Cambridge and realized quite a large practice. He was at one time Judge of Probate. Engaging in politics he was sent to the Legislature of his native State and for years was a member of that body. For some time he was Speaker of the House. He was subsequently elected to Congress and represented his district dur-ing the years 1541, '42 and '43. Deceased was a fine speaker and a man much ruspected by his follow-citizens.

TOO MUCH KU KLUK. ttempt to Ku Klux a Tennessee Negro-One of the Masked Rullians Killed.

NASUVILLE, Tenn., August 27, 1871. while man named Lyon was shot and killed o Thursday night in Uhison county by a hegro, inte whose house he was attempting to force his way, Lyon was in disguise and was accompanied by some fifteen others, all of whom were masked.

MAILS FOR EUROPE.

The steamship Silesia will leave this port on Tuesday for Plymouth and Hamburg. The mails for Europe will close at the Post Office at half-past eleven o'clock A. M. THE NEW YORK HERALD-Edition for Europe-

will be ready at half-past nine o'clock in morning. Single copies, in wrappers for mailing, six conta-

A.—I'halou's New Perfames,
"I LOVE YOU"
and "WHITE ROSE," A.-Herring's Caront CRANTION SAPES, 251 Broadway, cross Mitray 673

A1 .- Burry's Safe Bair Dye Will Coles Bair and Whisters any shade, from reddish brown to be Batchelor's Hair Dyo-The Best in the world. The only perfect dye. Harmless, reliable, instantaneous. At all druggists.

Caption.—In the Use of Disinfectants Be-ware of those which contain poisson. BRUMO-OffLORALUM is free from all poisson and is entirely harmless and safe, Propared only by TillDEN & CO., 178 William street, New York. Sold by all crugatate.

Cristodoro's Hair Dye bas no Equal in the Cholern, Cramps, Cholern Morbus, Sour

Stomach and all Bowel Compraints are speedily cured by Dr. JAYNE'S CARMINATIVE BALSAM. It takes sway all screness of the abdomen, soothes the stomach and restores its natural action. As a family remedy for the diseases so prevalent among children and adults during the summer months it is especially recommended, being prompt in its aperation, perfectly safe and easily administered. Hold by all

Kelty & Co., 724 Brondway, Have a Grout variety of Cornices, beautiful in design and finish, some of watch cannot be found elsewhere; also new designs of Lam-brequins, Carlains, Trimmings, &c., which they furnish to order at short notice.

Lace Curtains, Swiss Tambourd, Prouch Gui, are and English Nottingham Curtains. New designs just imported on exhibition at KELITYS, 2M Broadway.

Robert Comborland,
Tator and Habit Makee,
49 Maddes aires,
Bond street, West, London,
and
A. C. begs to announce that he has opeged a store in
London at the acore address.

The Furniture Department at Keiny's, 224 decadway, exhibits argos of Uplotatoral Furniture, unqualist in the trade. You are larvied to call and see the